

CLASSIFICATION <u>CONFIDENTIAL</u>	
COUNTRY <u>Czechoslovakia</u>	REPORT <u></u>
TOPIC <u>Zatec Airfield</u>	
EVALUATION <u></u>	PLACE OBTAINED <u></u>
DATE OF CONTENT <u></u>	DATE PREPARED <u>10 November 1954</u>
DATE OBTAINED <u></u>	DATE PREPARED <u>10 November 1954</u>
REFERENCES <u></u>	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>1 - one sketch on ditto, with legend</u>
REMARKS <u>This is UNEVALUATED Information</u>	

1. An airfield, about 4 x 2.5 km, was located 4 km northeast of Zatec (50°19'N/13°32'E) along the southern side of the road leading from Chomutov (50°26'N/13°26'E) to Postoloprty (50°21'N/13°43'E). Since the field was located on a slightly elevated plateau with steeply sloping edges, it could not be enlarged although it was surrounded by an open terrain. (F-2) The field could apparently be immediately recognized from the air. 1
2. In 1948, repair and improvement work, allegedly of a five-year plan, was started. It was rumored that covered bunkers for aircraft were under construction. 2
3. After heavy rain, the soil was smooth because it consisted mostly of clay. For drainage purposes, a main sewer of cement pipes about 150 cm in diameter was laid under the landing field from the northern section of the field where the main pipe terminated into the Chomutovka River. The branch pipes were covered with earth in May 1953.
4. Repair and enlargement work was done at first on the E-W concrete runway which was about 3 km long and 100 meters wide. The surface of the runway was slightly vaulted and covered with concrete slabs, each about 1 meter square. The joints between the individual slabs were filled with asphalt. On both longitudinal sides of the runway there were roads about 4 meters wide which were covered with concrete slabs. These roads were used by tank trucks hauling fuel to the aircraft. 3
5. Concrete aprons were located in front of the hangars. These aprons continued in taxiways leading to the runway. Aircraft were repeatedly based by going across on these taxiways to the runway.

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5. Concrete aprons were located in front of the hangars. These aprons continued in taxiways leading to the runway. Aircraft were repeatedly towed by prime movers on these taxiways to the runway.
6. No information was available on the existence of a fuel dump at the field. Every day, 2 or 3 tank trucks which came from Zatec arrived at the field. The field was illuminated by about 15 searchlights at night. The roads around the field were open for civilian vehicles which, however, were not allowed to stop near the field. Traffic around the field, in particular pedestrians, was continuously watched by sentries and a patrol moving around the installation in a jeep. 4
7. During May 1953, 60 to 70 MiG-15s were stationed at the field. The aircraft were repeatedly observed aloft and while landing. Before landing, they usually approached from the south flying in formations of five. An obsolete twin-engine aircraft towing a sleeve target on a rope, about 500 meters long, repeatedly took off from the field. It was followed by 2 or 3 MiG-15s which fired at the air sleeve. The air activity lasted throughout the day. 5
8. [redacted] the MiG-15s would be withdrawn and replaced by aircraft of another type. (F-4) The pilots were allegedly trained by Major Kozusek (fnu). The commanding officer at the field was a Soviet colonel who came from Zatec daily. One of the administrative officers was Staff Captain Adam (fnu). 6
9. On a rainy day in October 1953, parachutists jumped individually and in groups from an old twin-engine aircraft over Zatec airfield.
1. [redacted] Comment The reported location of the airfield north of Zatec has been confirmed. Previous sources reported that the airfield covered an area of 3.2 x 2 km. 25X1
2. [redacted] Comment. Probably shrapnelproof aircraft revetments were under construction. 25X1
3. [redacted] Comment. It is doubted that the roads allegedly running at the sides of the runway were built for the purpose mentioned. 25X1
4. [redacted] Comment. For layout sketch of airfield, see Annex. The sketch generally agrees with previous records. Details, however, in particular the location of the individual buildings, disagree with previous information. 25X1
5. [redacted] Comment. Zatec airfield is occupied by a Czech fighter division headquarters and 2 or 3 fighter regiments. The reported aircraft strength of 60 to 70 MiG-15s is believed to be correct. 25X1
6. [redacted] Comment. The officers mentioned are reported for the first time. The reequipment of Czechoslovakian fighter units with a new type of aircraft is reported for the first time. The information is probably incorrect. 25X1

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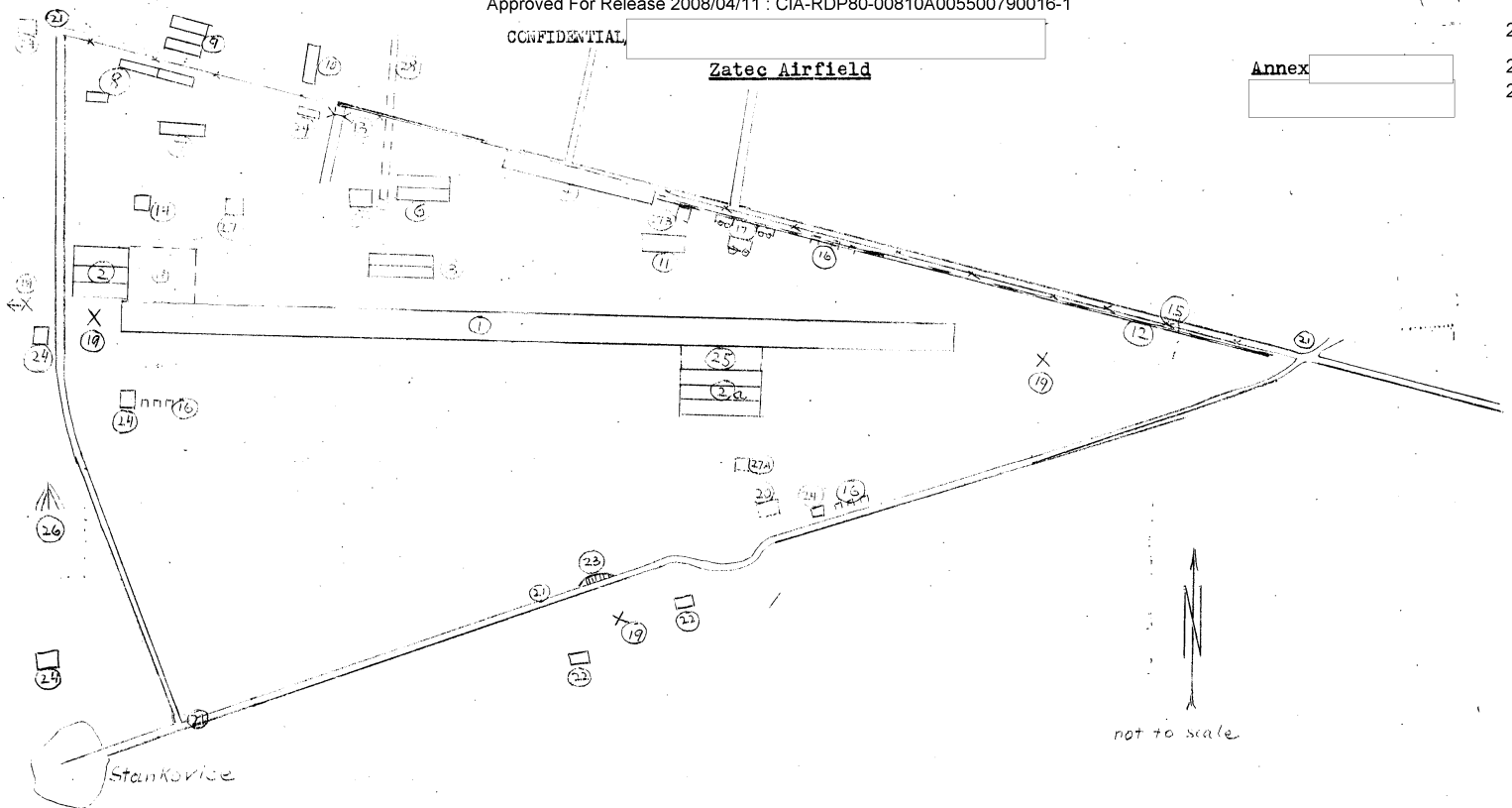
Zatec Airfield

Annex

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For legend, see next page.

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Zatec AirfieldLegend.

- 1 Runway
- 2 Three attached hangars, each about 15 x 8 meters, 10 meters high, each hangar can hold 3 or 4 MiG-15s; a concrete apron (item 18) about 30 x 20 meters, extends in front of the hangars
- 2a Three attached hangars, about 40 x 10 meters
- 3 Two buildings, about 30 x 12 meters, partially built of timber and masonry, housing the administration of the airfield
- 4 Brick building, about 150 x 15 meters, housing storage rooms for material and oil along the northern side and garages along the southern side; about 80 trucks of Praga RN, Tatra 111, 88 and Skoda 506 makes are parked there; the trucks belong to a PTP unit from Postoloprty which was stationed at the airfield for a long time
- 5 Filling station for motor vehicles
- 6 Two or 3 low wooden buildings quartering a portion of the about 800 PTP soldiers employed at the field; most of the soldiers daily arrived at the field from Postoloprty; the barracks were to be torn down later on
- 7 Storage building and messhall for EM, brick building about 40 x 30 meters
- 8 Three 3-story buildings, each about 20 x 12 meters, construction was started in 1950, but was not completed; utilization unknown
- 9 Two brick buildings, each about 30 x 12 meters, housing flying personnel and ground personnel
- 10 Two low wooden buildings housing offices of the construction firms employed at the field
- 11 Single-story boiler house, about 15 meters square, with 2 boilers for the heating and warm-water system
- 12 Standard-gauge track from Postoloprty railroad station
- 13 Main entrance to airfield with a barrier and guarded by a double sentry; in May 1953, the basement for a gate was built
- 14 Single-story water works, about 15 meters square, with well at the side, the installation was in operation in May 1953; prior to that date, water was picked by tank trucks from Zatec
- 15 Wire fence, about 160 cm high, with barbed wire on top, leading along the Chomutov-Postoloprty road
- 16 Three bunkers, had probably been built by the Germans during the war; a gun, about 80 mm, with barrel about 250 cm long and rubber-wheeled carriage on the bunker in the southeastern corner of the field; the cupola of this bunker was about 15 meters in diameter; while the tops of the other bunkers were smaller
- 17 Three mobile repair shops, mounted on trucks, each equipped with 1 lathe, 1 drilling machine, 1 planing machine, 1 welding machine and smaller tools
- 18 Apron in front of western hangars
- 19 Antenna system with small wooden cabin, surrounded by wire fence; a cable extended from the antenna to the wooden cabin
- 20 Training area with tents housing approximately 4 men each; soldiers seen there wore fatigue uniforms

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- 21 Sign reading "prohibited"
- 22 Two brick water containers lined with cement; not filled with water in May 1953
- 23 Sand pit
- 24 Guardhouse
- 25 Apron in front of eastern hangars
- 26 Radio mast
- 27 Brick transformer station, about 6 x 5 meters, 10 meters high, for 1,000 kV, 22,000/380 V, built in 1953, 3 wires of the Vyskov-Chomstov high tension line extended to the transformer
- 27A Transformer with current supply from Selibice near Zatec
- 27B Old transformer on pillars, not in operation
- 28 Main sewer

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